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GERMANY/SOVIET ZONE.Economic

Description of Railway Line between BLANKENBURG and GREVESMUEHLEN.  
 (24th March, 1956.)

*(line 118 et al)*1. Permanent Way.(a) Rails.

- (i) Gauge not given
- (ii) 15 m. in length
- (iii) Rails screwed to sleepers.

(b) Sleepers.

- (i) Wooden, except at stations, where they are iron.
- (ii) Laid at 80 cm. intervals.

2. Description of Line.(a) Track. double.(b) Stations.

No new stations. VENTSCHOW Station is now called BIFOW.  
 Every station has sidings 500 m. long, joining up with the  
 main line at each end.

(c) Bridges.

Distances of the undermentioned are given in kms. from BAD KLEINEN  
 in the GREVESMUEHLEN direction.

3.2 km., across the main road SCHWERIN - WISMAR.	length 25 m.
	width 12 m.
	height 10 m.

12.6 km. across concrete road to WISMAR.	length 20 m.
	width 10 m.
	height 8 m.

Distances of the undermentioned are in kms. from NEU BRANDENBURG.

128.6 km, across a road to WARIN.	length 15 m.	Bridge
	width 8 m.	made of
	height 6 m.	iron.

132.1 km., across road to NEUKLOSTER.	length 25 m.	Bridge
	width 8 m.	made of
	height 10 m.	stone.

142.3 km, across a field track.	length 10 m. (approx)	
	width 8 m.	Bridge
	height 6 m.	made of
		stone

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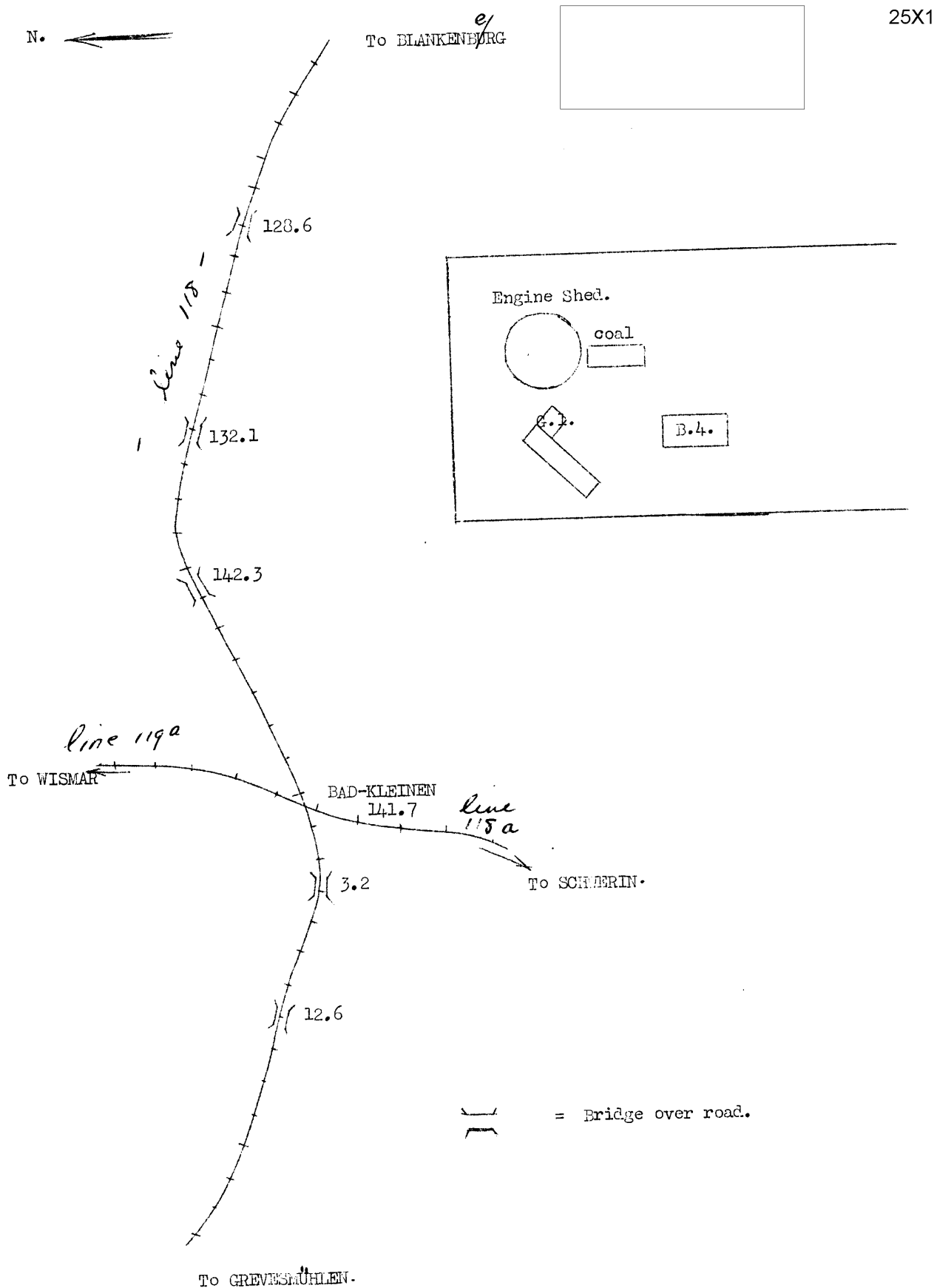


- (d) Tunnels. None.
- (e) Embankments Only at the above bridges, and of the appropriate height at the bridges.
- (f) Gradients and curves. Gradients of 1 : 32 from km. 9.4 as far as GREVE SMUEHLEN. No sharp curves.
- (g) Junctions. No junctions, but at BAD KLEINEN a light railway (Kleinbahn) branches off.
- (h) Notices. (Aufschriften) only at 127.1 km. (from NEU BRANDENBURG) Signal K.5 and Signal K.7.c.
3. System of signalling.
- (i) The signal installations on the whole section are mechanically operated. At GREVE SMUEHLEN the switches are electrical and are operated from signal box G.I.
- (ii) The "dispatcher" for the goods station is at signal box B.4. The "dispatcher" only controls the train traffic between the shunting station WISMAR and SCHWERIN. There are no shunting stations on the section.
4. Marshalling Yards. None.
5. Servicing and repair facilities.
- (i) The section is maintained by the track supervisor's office at BAD KLEINEN.
- (ii) There are small coal dumps at the engine sheds at GREVE SMUEHLEN. Not more than ten locomotives can be accommodated there.
- (iii) Personnel: 150 railwaymen
- (iv) Cranes There are no steam or diesel cranes.
- (v) Railway workshops. None.
6. Electrification. No part of the line is electrified.

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